

INTIMATION

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

SHERRY.

B. SUPERIOR PALE DRY.	Per Doz. Per Bot.
Dinner Wine, Green Seal	
Capule	\$10.80 \$0.90
C. MANZANILLA PALE	
NATURAL SHERRY.	
White Capule	12.00 1.00
C. SUPERIOR OLD DRY.	
PALE NATURAL	
SHERRY, Red Seal	
Capule	14.40 1.20
D. VERY SUPERIOR OLD	
PALE DRY, Choice Old	
Wine, White Seal Capule	16.20 1.35
E. EXTRA SUPERIOR OLD	
PALE DRY, Very Fine	
Quality (old bottled)	
Black Seal Capule	24.00 2.00

B.C. & C. are excellent Dinner Wines.
D and E are After-Dinner Wines of a
VERY FINE VINTAGE.

ALL ARE SUPERIOR XERES WINES.

The following Wines, bottled in Europe, have
been specially selected, and procured
from the celebrated firm of Messrs.
GEO. G. SANDEMAN, SONS & CO.,
of London, Oporto and Xeres.

LIGHT DRY	Per Doz. Per Bot.
SOLERA	\$15.00 \$1.25
VERY PALE DRY	21.00 1.75
FULL GOLDEN	24.00 2.00
PALE DRY NUTTY	27.00 2.25
VERY OLD BROWN	35.00 3.00

MADEIRA.

GOOD	Per Doz. Per Bot.
FINE	\$15.00 \$1.25
	24.00 2.00

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

NOTICE TO CORRESPONDENTS.

Correspondents must forward their names and ad-
dresses with communications addressed to the Editor
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.

No anonymous or signed communications that have
already appeared in other papers will be inserted.
Original communications should be sent to the Editor
before 11 a.m. on the day of publication. After that
time the supply is limited. Communications for Cash,
Telegraphic Address: P. O. Box 12, A. B. C. 5th Rd.
P. O. Box, 32, Telephone No. 12
21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

On the 7th July, at Chefoo, W. H. Moseley, only son
of William and Jane Moseley, aged ten
On the 8th July, at Chefoo, W. H. Moseley, only son
of William and Jane Moseley, aged ten

On the 9th July, at Chefoo, W. H. Moseley, only son
of William and Jane Moseley, aged ten

On the 10th July, at Chefoo, W. H. Moseley, only son
of William and Jane Moseley, aged ten

On the 11th July, at Chefoo, W. H. Moseley, only son
of William and Jane Moseley, aged ten

On the 12th July, at Chefoo, W. H. Moseley, only son
of William and Jane Moseley, aged ten

On the 13th July, at Chefoo, W. H. Moseley, only son
of William and Jane Moseley, aged ten

On the 14th July, at Chefoo, W. H. Moseley, only son
of William and Jane Moseley, aged ten

On the 15th July, at Chefoo, W. H. Moseley, only son
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On the 16th July, at Chefoo, W. H. Moseley, only son
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On the 17th July, at Chefoo, W. H. Moseley, only son
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On the 18th July, at Chefoo, W. H. Moseley, only son
of William and Jane Moseley, aged ten

On the 19th July, at Chefoo, W. H. Moseley, only son
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On the 20th July, at Chefoo, W. H. Moseley, only son
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On the 21st July, at Chefoo, W. H. Moseley, only son
of William and Jane Moseley, aged ten

On the 22nd July, at Chefoo, W. H. Moseley, only son
of William and Jane Moseley, aged ten

On the 23rd July, at Chefoo, W. H. Moseley, only son
of William and Jane Moseley, aged ten

On the 24th July, at Chefoo, W. H. Moseley, only son
of William and Jane Moseley, aged ten

On the 25th July, at Chefoo, W. H. Moseley, only son
of William and Jane Moseley, aged ten

On the 26th July, at Chefoo, W. H. Moseley, only son
of William and Jane Moseley, aged ten

On the 27th July, at Chefoo, W. H. Moseley, only son
of William and Jane Moseley, aged ten

On the 28th July, at Chefoo, W. H. Moseley, only son
of William and Jane Moseley, aged ten

justified in dividing up the blame between
the concessionaires and the home Govern-
ment, rather than laying it all on one set
of shoulders. It is not necessary to dwell
in a community so used to the experience
of the British residents in China, upon the
lack of sympathy nearly invariably mani-
fested by British consular officials towards
the schemes of their commercial fellow
citizens. The South of China has not
exhibited the least striking examples of
this, within recent memory. While we
have seen other foreign consuls strenuously
backing up the causes of their nationals, we
have seen Great Britain's representatives
only too often discouraging as far as
possible the Britons who appealed to them,
or even flatly refusing to concern them-
selves at all. British consuls who have
done otherwise have frequently, as their
reward, been relegated to the class of
"disappointed men," snubbed by their
Government and certain to get no high
promotion. However, while the generally
unfriendly and unfair attitude of the
British Government in the past towards the
enterprises of its own nationals cannot be
denied, it will not do to attribute to this
alone the lying idle of various British concessions
in China. We are told now, and we trust
sincerely, that it is the case that our
Government adequately realizes the serious
political side of the question at issue.
Some four years ago the British Foreign
Office seemed content, in the view that,
though the construction of railways in
China by foreign Powers might cost the
British traders loss of orders, it meant little
or nothing to Great Britain. But since
then Manchuria and Shantung have opened
the eyes of those at home, we are assured,
and the urgency of the question is fully
recognised. In this case, of course, it will
not do for the British Government to take
up a position and say to the concessionaires:
"You are idle. We cannot help you." It
is quite true that a want of energy has been
shown by those who have obtained very
extensive claims from China. A short
time ago the Shanghai correspondent of the
Times sent to that journal an extremely
instructive letter, in which he dealt with
this very charge of indolence and examined
the conduct in particular of the Peking
Syndicate's Shansi and North Honan con-
cessions. He then alluded to a previous
letter, written by him in 1898, in which he
had said: "There exists a widely-spread
impression that the present enterprise is
connected rather with the field of finance
than with that of genuine enter-
prise in China, and it is generally felt
that the promoters of the Peking Syndi-
cate (Limited) are more concerned with
the successful floating of the company
in London than with the future de-
velopment of the resources of Shansi."

The Times correspondent adds in his later
letter: "These views have been largely con-
firmed during the past four years, though it
is only fair to state that under its present
organisation and control the Peking
Syndicate's operations have been entirely
removed from the sphere of speculative
finance to that of a bona-fide commercial
and industrial undertaking, and that for
some time past everything possible has
been done by the directors and their able
representative in China (Mr. George
"Jameson, C.M.G.) to remove the dis-
abilities which have hitherto blocked all
progress." However, he goes on, after
reviewing the facts of the case, to say:
"That our Foreign Office failed to insist on
the fulfilment of the syndicate's contract
by China is matter for regret, and proves
that the importance of the concession, in
its relation to British interests in Central
China, has not been realised. It is
imperative, unless this valuable con-
cession is to pass out of British control,
that our Government should insist on the
contract being made effective without
further delay." The correspondent thus
does not hold the Peking Syndicate ac-
countable for delays as a Government
apologist might like to make out. In the
case of the British and Chinese Corporation,
on the other hand, pointing out that
nothing had been done with regard to the
purely British concessions of this Corpora-
tion since 1898, the same correspondent says
that it has "adopted a policy of masterly
inactivity, Chinese in predominance, but
British in tenacity."

In conclusion we may quote the Times
correspondent's idea of the way out of the
difficulty, with which he closes his letter to
the Times. The view is one that recom-
mends itself for common sense, though it is
not palatable to the Government. He
writes: "The question is one for the
British Government to decide. If it is
beyond the power of that Government to
guarantee foreign loans, there are pre-
sents which appear to afford an ade-
quate solution of the difficulty. If British
syndicates are really unable, in open
competition, to finance railways in China,
under existing conditions, the fact must
be accepted, and once established, after
proper investigation made, would furnish

conclusive proof that the railway under-
takings of other Powers are not bona-fide
commercial enterprises. But the Govern-
ment which took 'official cognisance' of
the Peking railway loan of 1899, which
"was ready to guarantee Japan's military
expenses in 1900, and actually advanced
funds to the Wuchang Viceroy in the
same year for his provincial exchequer,"
"should be able to devise means for lending
a measure of effective support to those
important concessions which, by its own
action, have been proclaimed to the world
"as exclusively British."

Liebon has declared both Hongkong and
Canton infected with cholera.
Sergeant D. MacHardy has been appointed
an Inspector of Nuisances at Stanley.
A gunner in the Royal Artillery (European)
has been admitted to Kennedytown suffering
from cholera.
The Gazette announces that Cavaliere Z.
Volpicelli has been provisionally recognised as
Consul-General for Italy at Hongkong.

The local government has received tele-
graphic information from H.M. Consul at
Bangkok that vessels from Hongkong or China
must call at Kohphai for pratique.
Chater's Circus did not open at Kowloon on
Saturday night owing to the unfavourable
weather, but a performance was given yesterday
afternoon at three o'clock and will be repeated
to-night. The Circus leaves to-morrow.

The first tie for the Hongkong Water Polo
Shield Competition will be played off
to-day instead of to-morrow between the Royal
Engineers and the Naval Depot (Kowloon), at
the Victoria Recreation Club at 5.45 p.m.

We understand that a new company is in
course of formation, the principals of which
are Sir Paul Chater, Messrs. Mody and Ho
Tung, and the representative of Messrs. Jardine,
Matheson & Co., to deal with the New Praya
reclamation.
Seven fresh plague cases (all fatal) were
reported up to noon on Saturday, including one
Indian at Old Kowloon Barrack (Whitefield).
Chinese bodies were found in Third Street, East
Street, and Kowloon Road, while other Chinese
deaths were reported from Lung On Street,
Stanley Street, and Upper Station Street.

A committee of leading property-owners
has been convened, of which Mr. Shelton
Hooper was appointed chairman, to consider the
proposed Public Health and Buildings Bill
clause by clause and draft a statement on it to
be sent to the Government. The question of
compensation will be the point chiefly to be
considered.
There is unconscious humour in the follow-
ing sentences from a letter about mission
work in Kwangsi:—We had an extremely nice
young fellow come quite regularly for a time,
but he has now fallen off for some reason. He
is a Presbyterian. He was so bright and
earnest it cheered one immensely; we think
he may be unwell.

The Governor's Peak residence, having been
completed, has been taken over by the Govern-
ment House staff. If Sir Henry Blane adheres
to his intention of returning to Hongkong in
August—it is possible that he may extend his
stay in England in view of the postponement of
the Coronation—His Excellency is expected
to take up his residence at the Peak.
The Bishop of Victoria, speaking at the
annual meeting of the Church Missionary
Society, held in May last in London, said that
it had been his joy during the three and a half
years he had been in Hongkong to confirm 2,500
Chinese. The Bishop hurried on to tell of
other marks of progress. The Native Church
in Hongkong had been set on a thoroughly self-
supporting basis as far as finance is concerned;
it was in fact on a more satisfactory basis than
the English Church in Hongkong. The
speaker did not vouchsafe any explanation of
the latter. The position of assistant chaplain
at St. John's Cathedral has not yet been filled up.

There is a movement on foot "to do some-
thing" for De Wet, who has become the thief
of Europe. Some wish to present him with a
sword of honour, while others wish the money
collected to be handed over to him in a lump
sum. When the Boer leaders arrive in Europe
for the purpose of collecting money a great
reception is in store for them, and if the present
enthusiasm continues they will reap a golden
harvest. Great disappointment is expressed on
all sides at the report that De Wet has elected
to remain in South Africa. One enthusiastic
Swiss lady said: "If he does not come here I
shall go out there to see him; but see him I
will." This seems to be the feeling of a good
many towards the Boer General.

The Calcutta Englishman says:—We have
good reason to believe that Mr. T. R. Wynne,
the agent of the Bengal-Nagpur Railway, has
been offered the management of a large develop-
ment company in the north of China, and
that there is, therefore, a possibility of his
resigning his present appointment. There are
several companies in China which would be
glad of the services of so capable an organizer
and engineer. But, whatever the merits of
China, it is to be hoped that both the Govern-
ment of India and the Bengal-Nagpur Railway
will make an effort to retain Mr. Wynne's
services for this country. Apart from the
work he has already done with regard to the
line with which his name is connected, there
are several important schemes still waiting
completion.

The France Militaire announces that the
creation of an army corps for Indo-China has
been decided upon in principle.—General Cor-
corat has been nominated to succeed General
Dods in Indo-China.
L'Echo de Chine sees in the settlement of
the Mixed Court jurisdiction question at
Shanghai a victory for the consular body.
This is interesting to read in conjunction with
the leading article which we republished from
the N. C. Daily News last week.

The Chinese Special Coronation Ambassador,
Prince Tsai Uen, according to a Shanghai
native official report, will return to China by
way of the United States and Japan. It is
further stated that a China Merchant's steamer
is to be sent to meet the Prince at Nagasaki
whence the Prince will proceed straight to
Tientsin, and so on to Peking.

According to the Deutsche Ostasiatische
Warte, the dead body of Karl Weber, a butcher
of Tientsin, who had been missing since the 16th
June and of whom it was thought that he had
met with foul play, was picked up on 25th June
in the vicinity of Arons Island. No signs of
violence could be detected, and inquiries made
by the police have not led to any satisfactory
result. Weber was buried on the 25th ult.

A Paris telegram says that Dr. Lidin, who
has been sent to St. Pierre, by the colonel in
command of the troops in Martinique to study
the question of the danger of leaving so many
decomposed bodies on the scene of the disaster,
reports that it is useless to attempt to unearth
the bodies under the ashes, and that St. Pierre
is so isolated that there is no fear of contamina-
tion. Dr. Lidin adds that to work at St. Pierre
now would be dangerous owing to the active
state of the volcano, and that all that can be
done is to remove as quickly as possible the
bodies still exposed on the surface.

Writing before the passing of the Philippines
Bill, an American correspondent said:—The
methods by which this attack (by the Democratic
caucus) upon the President's Philippine policy
is to be made are as yet ill-defined. None of
the Democratic leaders, except Senator Money,
have ventured to suggest a policy of mere
scuttling. Mr. Money has his plan, and it is
simple:—Let the Philippines go to the devil!
"Let them sink," and take care of themselves." On
that plan, says the Commercial Traveller, if
the Democrats persist in it the Republicans will
carry the country almost without an effort.

The small French colony of Pondicherry in
India is more a trading country than anything
else, and the richest men in the country are
merchants. The chief exports are ground-nuts,
cloth, hides, opium, and a little tobacco. The
manufacture of cloth is the principal industry,
and there are many factories established for
the weaving of cotton materials. The cloths
are always made in very brilliant colours, in
wild, extravagant designs. Much of it is ex-
ported to the Far East. The natives of other
parts of India who fancy bright colours might
use it as wearing apparel, but the British public
would probably only patronise it as floor-cloths
and curtains. There are such a lot of fraders
trading in this ware that there is not much
room for further enterprise in the direction.
The principal imports are light French wines,
olives, French cotton, leather goods, and rice.
There is also a great trade carried on in occa-
sional and palm-fruits, which are sent upward
to the inland ports of India by railway. The
cane and palm-leaves of Pondicherry are worked
up into very pretty baskets, mats, cushions,
and chairs, and exported to all parts of the world.

The following is the programme of music to
be played by the band of the 10th Bombay
Light Infantry, on the New Parade Ground,
on Wednesday, the 16th inst., from 5 to 6.30
p.m.:—
March "When you and I were young" Arbutnot
Overture "Young Maggie" Arbutnot
Overture "Crown Diamonds" Arbutnot
Quadrille "The Spanish Beauty" Arbutnot
Fantasia "Canada's Popular Song" Arbutnot
Valse "La Merveille" Oscar Petras
Gavotte "Über Stock und Stein" Faust
"God Save the King"

Following the hoisting successively of the
red and black cones, the black ball was run up
on Saturday afternoon on the Tamar, on the
flagstaff of the Godown Company at Kowloon,
and on that at Tsimshatsui Police Station.
Earlier in the day a rising glass gave
promise of favourable weather, but later on
it fell again, and soon afterwards the
proximity of the typhoon was more definitely
marked than hitherto by the running up of
the black drum on the three points already
mentioned. In the early part of the night
heavy downpours of rain, accompanied by a
squally wind, were frequent, whilst the clouds
sounding across the face of the moon gave indica-
tions of rough weather. Happily all these
signs were belied, the wind dropping away
perceptibly during the night and yesterday
blowing with only ordinary force. The
disappearance of the black ball signalled the
passing of the typhoon, the effect of which
was but slightly felt in the Colony. In the
harbour on Saturday scarcely a squall or junk
was to be seen, most of them having run for
the shelter of the breakwater at Causeway Bay.
The water was lumpy and the wind strong, but
these crossing in the ferry launches felt no in-
convenience, the vessels having been stripped
of their awnings and running with their
steadies.

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TELEGRAMS.

DAILY PRESS SERVICE.

FROM OUR SPECIAL CORRESPONDENT.

FAR EASTERN AFFAIRS.

LONDON, 12th July, 6.30 p.m.

THE PHILIPPINE RELIGIOUS

NEGOTIATIONS.

Apropos of the Philippines negotiations,

the trouble between the United States and

the Vatican relates to clause IX of the

Treaty with Spain, which prevents the

ousting of the Spanish Friars.

GENERAL NEWS.

LONDON, 12th July, 6.30 p.m.

PRINCE KOMATSU IN SPAIN.

Prince Komatsu has visited San Sebastian

with the Order of the Chrysanthemum for

the King of Spain.

FRENCH AND GERMAN AMENITIES.

M. Waldeck-Rousseau and the German

Kaiser have exchanged visits.

REUTER'S SERVICE.

LONDON, 10th July.

GOVERNORSHIP OF AUSTRALIA.

A RUMOUR.

The Post has reason to believe that Colonel

Harry M. Calmont, C.B., Conservative M.P. for

Newmarket, will succeed Lord Hopetoun as

Governor-General of Australia.

FRENCH RENTERS TO BE

CONVERTED.

The French Chamber and Senate have agreed

to the conversion of the three-and-a-half per

cent. Rentes into three per cents.

LONDON, 10th July.

THE KING'S PROGRESS.

The Lancet says that His Majesty's general

health continues most satisfactory. He sleeps

excellently, and the wound is granulating

alightly and well.

THE MARTINIQUE Eruptions.

A fresh volcanic eruption lasting four hours

occurred in the vicinity of Port-de-France,

Martinique Island. The population of the

town is panic-stricken. The losses are as yet

unknown. Fears are entertained for the

safety of the British scientific mission working

in the island.

LONDON, 11th July.

THE KING'S HEALTH.

The Lancet says that in view of the cruel

rumours concerning His Majesty's health, it is

its duty to say in the clearest possible terms

that he is entirely free from cancer.

COLONIALS AT ST. JAMES'S PALACE.

T. R. H. The Prince and Princess of Wales

gave a brilliant reception to nine hundred

Colonial visitors at St. James's Palace yester-

day evening.

LONDON, 11th July.

THE CORONATION.

No formal invitations for the Coronation will

be sent to any foreign court.

THE KING'S HEALTH.

His Majesty sleeps well, and continues to

improve in every respect.

THE Eruptions AT FORT.

DE-FRANCE.

News has been received announcing the

safety of the British scientific mission working

in the vicinity of Port-de-France, Martinique

Island.

MR. CHAMBERLAIN'S CONDITION.

Mr. Chamberlain's wound is healing well,

NOTICE.
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, The Hongkong Daily Press, 11, Queen's Road Central, Hongkong.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: PRESS, CODES: A.B.C., 5th Ed. Lieber's.
P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

MR. MOLADENA HAJEE PEER-MOHAMED being about to leave for Bombay, Mr. HAJEE JOOSUB ABHA assumes Charge of our Business from this date, and is authorized to Sign the Firm.
HAJEE ADUM ESMAIL & CO.
Hongkong-Canton,
14th July, 1902. [192]

TO LET.
"OKLANDS" No. 1, LOWER RICHMOND ROAD.
Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co.
Hongkong, 14th July, 1902. [182]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW.
The Company's Steamship
"THALES"
Captain Rolsen, will be despatched for the above port TO-DAY, the 14th inst., at NOON.
For Freight or Passage, apply to
DOUGLAS LARPAIK & CO.,
General Managers.
Hongkong, 14th July, 1902. [1922]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
The Company's Steamship
"HAITAN,"
Captain Rolsen, will be despatched for the above ports TO-MORROW, the 15th inst., at NOON.
For Freight or Passage, apply to
DOUGLAS LARPAIK & CO.,
General Managers.
Hongkong, 14th July, 1902. [1923]

THE HONGKONG WEEKLY PRESS is now ready and contains—
Leading Articles—
The Commemorative Statue.
The Distribution of the Indemnity.
Japan's Trade in 1901.
Anglophobia and Russophobia.
H.E. Tao Mu's Resignation.
Home Information about China.
Coronation Honours.
Medical Inspection of Arrivals.
Coronation Events.
Hongkong Legislative Council.
Hongkong Sanitary Board.
Dinner to Sir Chisholm Leung-hu.
The Health of Hongkong.
The Volunteer Contingent.
Important Decision in Extradition Case.
Botanical and Afforestation Department in 1901.
The Pilot-Licensing Question.
H.M.S. Ocean's Shooting at Weihaiwei.
A New Indo-China S.N. Co. Steamer.
Mixed Court Jurisdiction at Shanghai.
Coal Consumption on the China Station.
Tientsin's Foreign Rule.
Fuzhou.
Tientsin.
Northern Notes.
Correspondence.
Tobacco Planting Co., Ltd.
Hongkong Electric Co., Ltd.
Wai King, Ltd.
Hongkong and Whampoa Dock Co., Ltd.
Review.
Coronation Celebration Fund.
Royal Hongkong Golf Club.
Mosquitoes and Malaria.
Volcanic Eruptions in Alaska.
Hongkong and Port News.
Subscription, \$12 per Annum, payable in advance; postage, \$2.
Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies, Cash.
Hongkong, 14th July, 1902.

VICTORIA RECREATION CLUB.
AN EXTRAORDINARY GENERAL MEETING OF MEMBERS will be held in the CLUB GYMNASIUM, at Kowloon, TO-DAY (MONDAY), the 14th JULY, at 5.30 P.M. for the purpose of confirming the Three Special Resolutions passed at the Annual General Meeting held on the 30th June, 1902.
FRANK W. WHITE,
Hon. Secretary. [1867]

R. J. BEMEDIOS,
FOREIGN AND COLONIAL STAMP DEALER.
No. 39, WYNDHAM STREET, HONGKONG.
Will be glad to send STAMPS on approval to any address on receipt of satisfactory reference.
It is also prepared to purchase used Postage Stamps in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 per cent. Discount Allowed. [1556]

HIGH CLASS AERATED WATERS.
THE very best obtainable. As prepared in Manchester. Made from the very best of Ingredients and the latest "HIGH CLASS ENGLISH MAKE" SODA WATER PLANT AND ACCESSORIES. Filled in 10 oz. patent glass bottles. Guaranteed pure filtered water, free from germs and other harmful matter. Cheapest and best obtainable. Please address THE ROYAL AERATED WATERS MANUFACTORY, Works, West Point; or F. P. DANENBERG, Telephone No. 367. Price List and Order Book on Application.
Hongkong, 17th June, 1902. [1674]

CARTRIDGES! CARTRIDGES!
JUST LANDED A NEW STOCK OF ELEY'S AND KYNOC'S SPORTING CARTRIDGES AND NEWCASTLE CHILLED SHOT.
20 BORE CARTRIDGES
16 " "
12 " "
10 " "
8 " "
Wm. SCHMIDT & CO.
Gunsmiths.
Hongkong, 3rd January, 1902. [115]

ENTERTAINMENT

CHATRE'S NEW INDIAN CIRCUS.

(EN ROUTE TO JAPAN)

LAST NIGHT! LAST NIGHT!

PROF. CHATRE IS THE RECIPIENT OF 30 GOLD MEDALS, PRESENTED IN INDIA AND BURMAH.

INDIAN PARROTS FIRE A GUN AND DISCHARGE ARROWS.

A WONDER NEVER SEEN IN THE EAST.

TIGERS, ELEPHANTS,

HORSES AND MONKEYS

PERFORM WONDERFUL FEATS.

INDIAN BOYS AND YOUNG GIRLS

PERFORM ON

TRAPEZE AND WIRE.

TO-NIGHT (MONDAY),

JULY 14TH, AT 9 (TO 11.15).

LOCATION—NEAR PUNJAB

BUILDINGS KOWLOON.

POPULAR PRICES:

BOXES \$3

DRESS CIRCLE CHAIRS 2

BACKLINE CHAIRS 1

GALLERY (for Natives only) 0.50

V. T. JOSHI, MANAGER.

Hongkong, 14th July, 1902. [1913]

AUCTIONS

PUBLIC AUCTION.

IN the Supreme Court of Hongkong (Admiralty Jurisdiction), Auction Nos. 4 and 5 of 1902.—The Owners of the S.S. "KATE" against the SAN HOP CHEUNG'S JUNK.

The Underigned have received instructions to Sell by Public Auction,

TO-MORROW (TUESDAY),

the 15th JULY, 1902, at NOON, on board the

San Hop Cheung Junk, now lying

off Yau-mai,

About 7,500 Pounds SALT.

A Steam Launch will leave Blake Pier to convey intending Purchasers at 11.45 A.M.

Terms—As usual.

HUGHES & ROUGH,

Government Auctioneers.

Hongkong, 12th July, 1902. [1917]

PUBLIC AUCTION.

THE Underigned has received instructions to Sell by Public Auction,

on

FRIDAY,

the 18th JULY, 1902, at 3 P.M.,

ON BOARD THE

BRITISH IRON BARQUE

"GROSVENOR"

(Registered 516 Tons),

as she now lies in Hongkong Harbour, with all her

MAS'S, SAILS, RIGGING, CABLE

GEAR, APPURTENANCES, STORES,

&c., &c.,

IN ONE LOT.

Length 145 feet; beam 28 feet; depth of

hold 12 feet 3 inches. Carrying Capacity 700

Tons deadweight.

The Vessel has been recently fitted with

NEW SET OF SAILS, NEW TOP GAL-

LANT MASTS, NEW JIBBOOM, &c.

The Vessel to be at Purchaser's Risk on fall of

Hammer, when one-third of purchase money

is to be paid.

A Launch will convey intending purchasers

leaving Blake Pier at 2.30 P.M., on date of

Sale.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 11th July, 1902. [1908]

PUBLIC AUCTION.

MR LAMBERT has received instructions to Sell by Public Auction,

on

MONDAY,

the 21st day of JULY, 1902, at 5 o'clock P.M., at

his Offices, Duddell Street,

Two Lots of

VALUABLE LEASEHOLD PROPERTY.

Situate in

HOLLYWOOD ROAD, UPPER LASCAR

ROW AND WELLINGTON STREET.

The Property consists of—
Lot 1, INLAND LOT No. 204, held for the

residue of a term of 999 years from the 22nd

March, 1846, at the annual Crown Rent of

\$41/6.

The following houses until recently stood

upon the Lot Nos. 139, 141, and 143, Hollywood

Road and Nos. 2, 4 and 6, Upper Lascar Row. Nos. 2, 4 and 6, Upper Lascar Row were recently

destroyed by fire and have not yet been rebuilt. The monthly rental received before the fire was \$170.

Lot 2, INLAND LOT No. 1908, held for the residue of a term of 999 years from the 22nd January, 1844, at the annual Crown Rent of \$12/00. No. 28, Wellington Street is situated on these premises. Monthly Rental \$80.

For Particulars and Conditions of Sale apply to—
Messrs. DEACON & HASTINGS,
1, Queen's Road Central,
or to
THE AUCTIONEER.
Hongkong, 1st June, 1902. [1697]

COLD STORAGE

THE HONGKONG ICE COMPANY, Ltd., have now 40,000 Cabs feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods.

Wm. PARLANE, Manager.
Hongkong, 18th November, 1901. [6]

DENTAL NOTICE

I HAVE This Day resumed Practice.
ORADWICK T. KEW.
39, Queen's Road Central.
Hongkong, 9th July, 1902. [1899]

INTIMATIONS

GOVERNMENT GENERAL OF FRENCH INDO-CHINA.

THE HANOI EXPOSITION

WILL BE OPENED ON 2ND NOVEMBER, 1902.

The Exposition, which is situated close to the Railway Terminus at Hanoi, will comprise a GRAND PALACE and MAGNIFICENT BUILDINGS, containing Artistic, Commercial, Agricultural and Industrial Productions of the greatest variety from France and her Colonies (1st section); French Indo-China (2nd section); and the countries of the Far East—China, Japan, Philippines, Siam, Netherlands India, British India, Straits Settlements, Burma, &c. (3rd section).

The WEATHER in YONKIN during the months of November, December, January, and February, is mild and invigorating and may be compared to a winter at Nice.

The GALLERY of FINE ARTS will contain more than 500 Pictures, and will be organised under the Direction of the Inspector-General of Fine Arts of Paris.

SPECIAL EXCURSIONS by Railways and Steamers to the chief Places of Interest in Indo-China (Cochin-China, Tonkin, Laos, Cambodia, Annam) will be organised at reasonable prices.

REDUCED PRICES will be charged by all Steamship Lines running to Haiphong, from whence Hanoi may be reached in a few hours by Railway or Steamer.

NUMEROUS First-Class HOTELS and CAFES assure every accommodation to visitors at moderate prices.

For FURTHER INFORMATION apply to the French Consulates in the Far East.

P. THOMÉ,
Commissaire-General de l'Exposition de Hanoi.

Hongkong, 1st July, 1902. [1800]

NOTIFICATION

CHINESE INDEMNITY OF 1901.

THE following Regulations have been approved by His Majesty's Principal Secretary of State for Foreign Affairs for the payment of the amounts of British private claims allowed by the Claims Commissioner:

Claims are divided into—
(A) Death claims and private claims allowed at and under £100 sterling;
(B) Private claims allowed over £100 sterling.

Claimants under the first class, or their executors, administrators, or assigns, will be entitled to payment of the full amount allowed, from the first instalment of the British General Indemnity due from the Chinese Government on the 1st of July next.

Claimants of the second class are given the following options—
(1) Payment by Imperial Chinese Government 4 per cent. sterling bonds at par, redeemable by sinking-fund within a period of 39 years from the 1st of July, 1901. Interest on these bonds will be payable half-yearly, and they will be deliverable in exchange for a discharge in full for the amount of claim allowed.

(2) Payment by Certificates bearing no interest, for the amount allowed, which will be given in exchange for a discharge in full of the claim. These Certificates will be payable by instalments, from the service of the British General Indemnity as and when received from the Chinese Government, subject to the prior payment of claims under Class (A) and of the service of bonds which may be taken in payment of private claims under Option (1). Due notice of such payments will be given in the London Times and in the London Press of Hongkong, Shanghai, and Tientsin, and the corresponding coupon attached to the Certificate will then become payable at the office of the Hongkong and Shanghai Banking Corporation, 31 Lombard Street, London, for the amount of instalment advertised. The coupons will be negotiable at the branches and agencies of the Hongkong and Shanghai Banking Corporation in Hongkong, and under the condition of the General Indemnity, it should be possible to extinguish these certificates in five half-yearly instalments of not less than 10 per cent. the first of which will become due in the month of July, 1902.

British subjects, being claimants under class (B), or their representatives, whose claims have been allowed by the Claims Commissioner, are requested to communicate by writing with the undersigned at Hongkong, Shanghai, and Tientsin, and the corresponding coupon attached to the Certificate will then become payable at the office of the Hongkong and Shanghai Banking Corporation, 31 Lombard Street, London, for the amount of instalment advertised. The coupons will be negotiable at the branches and agencies of the Hongkong and Shanghai Banking Corporation in Hongkong, and under the condition of the General Indemnity, it should be possible to extinguish these certificates in five half-yearly instalments of not less than 10 per cent. the first of which will become due in the month of July, 1902.

E. G. HILLIER,
British Delegate.

Peking, 12th June, 1902. [1764]

OREGON LUMBER.

THE Underigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO.
Hongkong, 14th February, 1901. [186]

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 17th May, 1902. [1419]

PURE FRESH WATER

THE HONGKONG STEAM WATER BOAT CO., LTD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Car Flag W.

J. W. KEW,
Manager.
29, Des Voeux Road.

Hongkong, 18th June, 1902. [1650]

BACHELOR LEAVING SMALL HOUSE

would like to Share same with another.

Apply—
BACHELOR,
Care of Daily Press Office.

Hongkong, 11th July, 1902. [1904]

TO LET

TO LET.

A LARGE GODOWN, No. 102A, PRATA EAST.

Apply to—
I. P. MADAR,
New Victoria Hotel.

Hongkong, 9th July, 1902. [1891]

TO LET.

NO. 17, BELILIOS TERRACE at a very moderate rate. Immediate Possession.

Apply to—
W. OTTO,
Care of Messrs. Kruse & Co.,
Cornwall House.

Hongkong, 13th July, 1902. [1913]

TO BE LET.

NOS. 5, 18, 19 and 20, BELILIOS TERRACE.

Also,
FURNISHED BUNGALOW at Peak, "THE STRIKE" Possession from 1st August.For Particulars, apply to—
TURNER & CO.

Hongkong, 10th July, 1902. [1899]

TO LET.

NO. 11, MACDONNELL ROAD.

HOUSES in CLIFTON GARDENS, Conduit Road.

HOUSES at CAUSEWAY BAY, facing the Polo Ground.

A HOUSE in RIFON TERRACE, GODOWNS at BLUE BUILDINGS.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 13th June, 1902. [71]

TO LET.

GODOWNS at BOWRINGTON. Cheap Rental.

Apply to—
AHMET RUMJAHN.

Hongkong, 11th January, 1902. [215]

TO LET.

13 EUROPEAN HOUSES, Nos. 20, 24, 26, 28, 30, 32, 34, 40, 44, 48, 50, and 56, LEIGHTON HILL ROAD.

Apply to—
THE HONGKONG & KOWLOON LAND AND LOAN COMPANY, LTD.,
No. 8, Queen's Road West.

Hongkong, 30th April, 1902. [1259]

TO LET.

TOP FLOOR of No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.

For further Particulars, apply to—
WING CHEONG.

35, Queen's Road Central.

Hongkong, 8th July, 1902. [1879]

TO LET.

A NEW EUROPEAN HOUSE situated on the North Slope of Morrison Hill. It has a splendid view and enjoys the full benefit of the south-west monsoon.

For Particulars apply to—
W. LYSAUGHT.

151, Wanchai Road.

Hongkong, 2nd June, 1902. [1555]

TO LET.

WITH POSSESSION FROM 1st AUGUST.

A SIX-ROOMED BUNGALOW on MOUNT GOUGH, having a view of the Harbour.

For Particulars, apply to—
DENNIS & BOWLEY,
Solicitors,
Supreme Court House.

Hongkong, 1st July, 1902. [1813]

TO LET.

HOUSE No. 13, GAGE STREET, Six Rooms.

Apply to—
E. A. DE CARVALHO,
C.F. DE CARVALHO.

Hongkong, 2nd May, 1902. [1277]

TO BE LET.

"BISNEE VILLA" POKEFULUM.

Immediate Possession.

Apply to—
LINSTEAD & DAVIS.

Hongkong, 24th March, 1902. [89]

TO LET.

OFFICES at 6, QUEEN'S ROAD CENTRAL.

Apply to—
G. GIRAULT.

Hongkong, 3rd January, 1902. [192]

TO LET.

NO. 3, "MAGDALEN TERRACE," MAGAZINE GAP.

Apply to—
SPANISH PROCURATION.

Hongkong, 1st April, 1902. [977]

TO LET.

OFFICES in GROUND FLOOR of DES VOEUX ROAD and ICE HOUSE STREET.

For Particulars, apply to—
THE MEDICAL HALL.

Hongkong, 10th March, 1902. [725]

TO LET.

NO. 3, QUEEN'S GARDENS.

Apply to—
G. C. ANDERSON,
4, Pedder Street (Ground Floor).

Hongkong, 13th March, 1902. [800]

"TANG YUEN"

MACDONNELL ROAD, BOARD AND RESIDENCE.

A TRY and WELL-FURNISHED BOOMS, Uninterrupted View of Harbour.

Apply at the House or at FAIRBANK & CO., Queen's Road.

Hongkong, 1st July, 1902. [1885]

BOARD AND RESIDENCE.

MRS. GILLANDERS.

"GLENWOOD"

21, CAUSEWAY ROAD.

Hongkong, 4th April, 1902. [1028]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS with Bath.

Apply to Mrs. MATHER.

21, Pedder's Hill.

Hongkong, 1st January, 1902. [22]

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1833

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£200,000

RESERVE LIABILITIES OF

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

DAILY PRESS OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Illoilo.

PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.
Bromide and Cyanogen Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8a, Queen's
Road Central.

PRINTING

DAILY PRESS OFFICE.
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STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Ship Chandlery, Sail-
makers, Provision and Coal Merchants,
Praya Central, near Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Chandlery, Sail-
makers, Provision and Coal Merchants,
Praya Central, near Hongkong Hotel.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers,
Tools, Brass and Iron Merchants,
144, Des Vaux Road.

MORE & SEIMUND.
43 and 45, Des Vaux Road. Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipwrights Composition ("Grey"
and "Black") and "Blindfold"
Spence & Co.'s Composition.

WATCHMAKERS

DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

PUBLIC COMPANY

**THE PUNJON MINING COMPANY,
LIMITED.**

IN Accordance with Articles Nos. 26 and 27
of the Memorandum of Association of the
Company, NOTICE IS HEREBY GIVEN
that the following Shares will be liable to be
FORFEITED, unless the Call due on the
15th day of November, 1901, be paid, together
with INTEREST at 10 per cent. per Annum,
at the Office of the Company, No. 13, Bascom-
field Arcade, on or before the 25th day of July,
1902.

The following are the distinguishing Num-
bers of the Ordinary Shares:

141/795	1371/1370	2560/2563
3184/3183	1273/1274	1381/1380
4343/4342	1274/1273	1297/1296
9469/9468	1275/1276	1298/1297
12973/12972	1276/1275	1299/1298
12974/12973	1277/1276	1299/1298
12975/12974	1278/1277	1299/1298
12976/12975	1279/1278	1299/1298
12977/12976	1280/1279	1299/1298
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12998/12997	1301/1300	1299/1298
12999/12998	1302/1301	1299/1298
13000/12999	1303/1302	1299/1298
13001/13000	1304/1303	1299/1298
13002/13001	1305/1304	1299/1298
13003/13002	1306/1305	1299/1298
13004/13003	1307/1306	1299/1298
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13068/13067	1371/1370	1299/1298
13069/13068	1372/1371	1299/1298
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13071/13070	1374/1373	1299/1298
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13086/13085	1389/1388	1299/1298
13087/13086	1390/1389	1299/1298
13088/13087	1391/1390	1299/1298
13089/13088	1392/1391	1299/1298
13090/13089	1393/1392	1299/1298
13091/13090	1394/1393	1299/1298
13092/13091	1395/1394	1299/1298
13093/13092	1396/1395	1299/1298
13094/13093	1397/1396	1299/1298
13095/13094	1398/1397	1299/1298
13096/13095	1399/1398	1299/1298
13097/13096	1400/1399	1299/1298
13098/13097	1401/1400	1299/1298
13099/13098	1402/1401	1299/1298
13100/13099	1403/1402	1299/1298
13101/13100	1404/1403	1299/1298
13102/13101	1405/1404	1299/1298
13103/13102	1406/1405	1299/1298
13104/13103	1407/1406	1299/1298
13105/13104	1408/1407	1299/1298
13106/13105	1409/1408	1299/1298
13107/13106	1410/1409	1299/1298
13108/13107	1411/1410	1299/1298
13109/13108	1412/1411	1299/1298
13110/13109	1413/1412	1299/1298
13111/13110	1414/1413	1299/1298
13112/13111	1415/1414	1299/1298
13113/13112	1416/1415	1299/1298
13114/13113	1417/1416	1299/1298
13115/13114	1418/1417	1299/1298
13116/13115	1419/1418	1299/1298
13117/13116	1420/1419	1299/1298
13118/13117	1421/1420	1299/1298
13119/13118	1422/1421	1299/1298
13120/13119	1423/1422	1299/1298
13121/13120	1424/1423	1299/1298
13122/13121	1425/1424	1299/1298
13123/13122	1426/1425	1299/1298
13124/13123	1427/1426	1299/1298
13125/13124	1428/1427	1299/1298
13126/13125	1429/1428	1299/1298
13127/13126	1430/1429	1299/1298
13128/13127	1431/1430	1299/1298
13129/13128	1432/1431	1299/1298
13130/13129	1433/1432	1299/1298
13131/13130	1434/1433	1299/1298
13132/13131	1435/1434	1299/1298
13133/13132	1436/1435	1299/1298
13134/13133	1437/1436	1299/1298
13135/13134	1438/1437	1299/1298
13136/13135	1439/1438	1299/1298
13137/13136	1440/1439	1299/1298
13138/13137	1441/1440	1299/1298
13139/13138	1442/1441	1299/1298
13140/13139	1443/1442	1299/1298
13141/13140	1444/1443	1299/1298
13142/13141	1445/1444	1299/1298
13143/13142	1446/1445	1299/1298
13144/13143	1447/1446	1299/1298
13145/13144	1448/1447	1299/1298
13146/13145	1449/1448	1299/1298
13147/13146	1450/1449	1299/1298
13148/13147	1451/1450	1299/1298
13149/13148	1452/1451	1299/1298
13150/13149	1453/1452	1299/1298
13151/13150	1454/1453	1299/1298
13152/13151	1455/1454	1299/1298
13153/13152	1456/1455	1299/1298
13154/13153	1457/1456	1299/1298
13155/13154	1458/1457	1299/1298
13156/13155	1459/1458	1299/1298
13157/13156	1460/1459	1299/1298
13158/13157	1461/1460	1299/1298
13159/13158	1462/1461	1299/1298
13160/13159	1463/1462	1299/1298
13161/13160	1464/1463	1299/1298
13162/13161	1465/1464	1299/1298
13163/13162	1466/1465	1299/1298
13164/13163	1467/1466	1299/1298
13165/13164	1468/1467	1299/1298
13166/13165	1469/1468	1299/1298
13167/13166	1470/1469	1299/1298
13168/13167	1471/1470	1299/1298
13169/13168	1472/1471	1299/1298
13170/13169	1473/1472	1299/1298
13171/13170	1474/1473	1299/1298
13172/13171	1475/1474	1299/1298
13173/13172	1476/1475	1299/1298
13174/13173	1477/1476	1299/1298
13175/13174	1478/1477	1299/1298
13176/13175	1479/1478	1299/1298
13177/13176	1480/1479	1299/1298
13178/13177	1481/1480	1299/1298
13179/13178	1482/1481	1299/1298
13180/13179	1483/1482	1299/1298
13181/13180	1484/1483	1299/1298
13182/13181	1485/1484	1299/1298
13183/13182	1486/1485	1299/1298
13184/13183	1487/1486	1299/1298
13185/13184	1488/1487	1299/1298
13186/13185	1489/1488	1299/1298
13187/13186	1490/1489	1299/1298
13188/13187	1491/1490	1299/1298
13189/13188	1492/1491	1299/1298
13190/13189	1493/1492	1299/1298
13191/13190	1494/1493	1299/1298
13192/13191	1495/1494	1299/1298
13193/13192	1496/1495	1299/1298
13194/13193	1497/1496	1299/1298
13195/13194	1498/1497	1299/1298
13196/13195	1499/1498	1299/1298
13197/13196	1500/1499	1299/1298
13198/13197	1501/1500	1299/1298
13199/13198	1502/1501	1299/1298
13200/13199	1503/1502	1299/1298
13201/13200	1504/1503	1299/1298
13202/13201	1505/1504	1299/1298
13203/13202	1506/1505	1299/1298
13204/13203	1507/1506	1299/1298
13205/13204	1508/1507	1299/1298
13206/13205	1509/1508	1299/1298
13207/13206	1510/1509	1299/1298
13208/13207	1511/1510	1299/1298
13209/13208	1512/1511	1299/1298
13210/13209	1513/1512	1299/1298
13211/13210	1514/1513	1299/1298
13212/13211	1515/1514	1299/1298
13213/13212	1516/1515	1299/1298
13214/13213	1517/1516	1299/1298
13215/13214	1518/1517	1299/1298
13216/13215	1519/1518	1299/1298
13217/13216	1520/1519	1299/1298
13218/13217	1521/1520	1299/1298
13219/13218	1522/1521	1299/1298
13220/13219	1523/1522	1299/1298
13221/13220	1524/1523	1299/1298
13222/13221	1525/1524	1299/1298
13223/13222	1526/1525	1299/1298
13224/13223	1527/1526	1299/1298
13225/13224	1528/1527	1299/1298
13226/13225	1529/1528	1299/1298
1322		

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's Office.
2. From Harbour Master's Office to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	BENGAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 19th inst. at Noon.
LONDON	SARAPEDON	Brit. str.	—	Clark	BUTTERFIELD & SWIRE	On 22nd inst.
LONDON & ANTWERP VIA SUEZ CANAL	BENLUDI	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 17th inst.
LONDON	ULYSSES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst.
LONDON & ANTWERP	TELEMACHUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 19th inst.
MASSACHUSETTS, via PORTS OF CALL	ERNEST SIMONS	Franch. str.	—	Dupuy Fromy	MESSAGERIES MARITIMES	On 20th inst. at 1 P.M.
MASSACHUSETTS, via PORTS OF CALL	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 20th inst. at Daylight.
HAMBURG, BREMEN & HAMBURG	SAMBIA	Ger. str.	—	W. Frank	MELCHERS & CO.	On 24th inst. at Noon.
HAMBURG & HAMBURG	SILEBIA	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 24th inst. at Noon.
HAMBURG & HAMBURG	C. F. FERD. LAMISZ	Ger. str.	—	Baile	HAMBURG-AMERIKA LINIE	On 24th inst. at Noon.
HAMBURG & HAMBURG	WUNZBURG	Ger. str.	—	Fuchs	HAMBURG-AMERIKA LINIE	On 24th inst. at Noon.
HAMBURG & HAMBURG	KONIGSBERG	Ger. str.	—	von Biazar	HAMBURG-AMERIKA LINIE	On 24th inst. at Noon.
HAMBURG & HAMBURG	ANDALUSIA	Ger. str.	—	Mayer	HAMBURG-AMERIKA LINIE	On 24th inst. at Noon.
NEW YORK VIA PORTS & SUEZ CANAL	BRAMMAR	Brit. str.	2 m.	von Dohren	DODWELL & CO. LIMITED	On 24th inst. at Noon.
NEW YORK VIA SUEZ CANAL	INDRAMAYO	Brit. str.	2 m.	—	JARDINE, MATHESON & CO.	On 24th inst. at Noon.
NEW YORK VIA SUEZ CANAL	RADNORSHIRE	Brit. str.	—	—	SHAW, TOMES & CO.	On 24th inst. at Noon.
NEW YORK VIA SUEZ CANAL	BERGLEDCH	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 24th inst. at Noon.
NEW YORK VIA SUEZ CANAL	VERONA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst. at Noon.
NEW YORK VIA SUEZ CANAL	ASAMA	Brit. str.	—	—	SHAW, TOMES & CO.	On 24th inst. at Noon.
NEW YORK VIA SUEZ CANAL	EMPEROR OF JAPAN	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 24th inst. at Noon.
YANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 24th inst. at Noon.
VICTORIA, B.C., & TACOMA via JAPAN	CLAVERING	Brit. str.	—	—	DODWELL & CO. LIMITED	On 24th inst. at Noon.
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	SHINANO MARU	Jap. str.	2 m.	M. J. Curran	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	TORA MARU	Jap. str.	—	H. Christianson	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
PORTLAND, OREGON	KAGA MARU	Jap. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
AUSTRALIAN PORTS	INDRAVILLI	Brit. str.	—	Craven	FORSLAND & ASIATIC S.S. CO.	On 24th inst. at 4 P.M.
AUSTRALIAN PORTS	AILBIE	Brit. str.	—	St. John George	FORSLAND & ASIATIC S.S. CO.	On 24th inst. at 4 P.M.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	A. E. Moore	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
YOKOHAMA, via SHANGHAI MOJI & KOBE	MARIA VALERIE	Brit. str.	—	Belle	SANDER, WILKES & CO.	On 24th inst. at 4 P.M.
YOKOHAMA & KOBE	BANCA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 24th inst. at 4 P.M.
KOBE & YOKOHAMA	SANUKI MARU	Jap. str.	—	Mosca	SANDER, WILKES & CO.	On 24th inst. at 4 P.M.
KOBE & YOKOHAMA	INDUMI MARU	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
KOBE & YOKOHAMA	TSINAN	Jap. str.	—	O. R. Butler	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
NAOASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
MOI, KOBE & YOKOHAMA	MIYUKI MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
CHEFOO & NEWCHWANG	HEIMANN MESSELE	Brit. str.	—	Schitt	EAST ASIATIC TRADING CO., LTD.	On 24th inst. at 4 P.M.
SHANGHAI	TIKONG	Brit. str.	—	Brofield	BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
SHANGHAI	BALLARAT	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	On 24th inst. at 4 P.M.
SHANGHAI	SHANSHI	Brit. str.	—	Parkinson	BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
SHANGHAI	LAUREN	Brit. str.	—	T. Ogata	MITSUI BUSSAN KAISHA	On 24th inst. at 4 P.M.
SHANGHAI	DAIJIU MARU	Jap. str.	—	G. Sakano	MITSUI BUSSAN KAISHA	On 24th inst. at 4 P.M.
SHANGHAI	ANING MARU	Jap. str.	—	T. Salto	MITSUI BUSSAN KAISHA	On 24th inst. at 4 P.M.
SHANGHAI	CHIHUI	Jap. str.	—	Robson	BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
SHANGHAI	THALES	Brit. str.	—	Rosch	DOUGLAS LARSEN & CO.	On 24th inst. at 4 P.M.
SHANGHAI	STOKI MARU	Jap. str.	—	Tate	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
SHANGHAI	KAIFONG	Jap. str.	—	G. T. Blackland	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
SHANGHAI	ROSETTA MARU	Jap. str.	—	T. Mural	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
SHANGHAI	PERLA	Jap. str.	—	A. Stewart	DAVID SASSOON & CO., LTD.	On 24th inst. at 4 P.M.
SHANGHAI	HIROSHIMA MARU	Jap. str.	—	—	—	—
SHANGHAI	ABRATON APCAR	Brit. str.	—	—	—	—

SHIPPING.

ARRIVALS.
July 11, BRAFMAN, British str., 2,316, Wm. Watt, Shanghai 8th July, General.—DOWELL & CO., LTD.
July 12, ANPING MARU, Japanese str., 1,053, K. Suzuki, Foochow, Amoy and Swatow 11th July, General.—MITSUI BUSSAN KAISHA.
July 12, LEONHARDT, British steamer, 4,298, James Dilly, Shanghai 8th July, General.—BUTTERFIELD & SWIRE.
July 12, TUDOR, British str., 4,788, J. Balwio, Liverpool and Singapore 8th July, General.—BUTTERFIELD & SWIRE.
July 12, YUENSHAN, British str., 1,128, P. H. Roit, Manila 10th July, General.—JARDINE, MATHESON & CO.
July 13, ERNEST SIMONS, French str., 2,462, Dupuy Fromy, Shanghai 14th July, General.—MESSAGERIES MARITIMES.
July 13, H. ITAN, British str., 1,138, J. S. Roit, Foochow 14th, Amoy 11th, and Swatow 12th July, General.—DOUGLAS LARSEN & CO.
July 13, LIGHTNING, British 2,122, J. G. Spence, Calcutta 26th June and Straits 7th July, General.—D. SASSOON & CO., LTD.
July 13, LOONGMOON, German str., 1,245, F. Scholz, Shanghai 10th July, General.—SANDER, WILKES & CO.
July 13, MARIA VALERIE, Austrian str., 2,648, G. Scholz, Shanghai 10th July, General.—SANDER, WILKES & CO.
July 13, THALES, British str., 820, Robson, Swatow 12th July, General.—DOUGLAS LARSEN & CO.
July 13, YUNOCHING, Chinese str., 700, Bert, Shanghai 9th July, General.—CHINESE.
July 13, CANTON, British str., from Canton.
July 13, CHIHUI, British str., from Canton.
July 13, WOODUNG, British str., from Canton.

CLEARANCES.

At the Harbour Master's Office.
12th July.
Chiyen, Chinese str., for Shanghai.
Cheong, German str., for Swatow.
Daijiu Maru, Japanese str., for Swatow.
Glegh, British str., for Shanghai.
Hui, British str., for Japan.
Nansing, British str., for Hongkong.
Oceana, German str., for Caroline Island.
Teggen, Norwegian str., for Chefoo.
Zulu, British str., for Manila.
Zulu Maru, Japanese str., for Singapore.

DEPARTURES.

12th July.
Alicious, British str., for Singapore.
Alicious Maru, Japanese steamer, for San Francisco.
Glen, British str., for Tacoma.
Murex, British str., for Japan.
Phospen, Norwegian str., for Chefoo.
13th July.
Chiyen, Chinese str., for Shanghai.
Cheong, German str., for Bangkok.
Daijiu Maru, Japanese str., for Swatow.
Nansing, British str., for Hongkong.
Oceana, German str., for Caroline Island.
Teggen, Norwegian str., for Chefoo.
Zulu, British str., for Manila.
Zulu Maru, Japanese str., for Singapore.

VESSELS IN DOCK.

11th July.
Abratton Docks.—Perla.
Kowloon Docks.—Dynamene, H.M.S. Fearless, H.M.S. Widgeon, Taitan, Taitan, Zephyr.
COSMOPOLITAN DOCK.—Fanning.

SHIPPING REPORTS.

The British steamer "Thales" from Swatow, 12th inst., had fresh to moderate S.E. breeze, occasional heavy squalls and rain, high S.E. swell and sea.
The British steamer "Teggen" from Liverpool, 12th inst., had fresh to moderate S.E. breeze, occasional heavy squalls and rain, high S.E. swell and sea.
The British steamer "Zulu" from Hongkong, 12th inst., had light to moderate S.E. breeze, occasional heavy squalls and rain, high S.E. swell and sea.
The British steamer "Zulu" from Hongkong, 12th inst., had light to moderate S.E. breeze, occasional heavy squalls and rain, high S.E. swell and sea.

VESSELS ON THE BERTH

From Swatow to port moderate S.E. wind and shower; heavy S.E. swell. Vessels in Foochow—Huiyeh and Taitan. In Swatow—Wing and Fanning.

TOYO KISEN KAISHA.

(ORIENTAL S.S. CO.)
REGULAR SERVICE BETWEEN HONGKONG AND MANILA.
The Company's well-known Steamship "ROSETTA MARU".

Captain Tate, will be despatched for MANILA TO-DAY, the 14th inst., at Noon.
Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewards carried. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA.

Princes Building, 100 Hong Street, Hongkong, 3rd July, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.
NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAMBURG, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 14th July, 1902, a ship named "ERNEST SIMONS", Captain Dupuy Fromy, with Mail, Passengers, Goods and Cargo, will leave this port for MARSEILLES, via BOMBAY.

This steamer connects at COLOMBO with the s.s. "Australia", which vessel takes on her Passengers and Mails, leaving that port on the 26th July direct to San Francisco and Australia.

Cargo and Goods will be registered for London at the Custom House, and cleared in the Custom House, for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 13th July. (Parcels are not to be sent on board, they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 3rd July, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1902.

BRAMMAR On 14th July.

ATHOLLY On 20th July.

HEATHBURN On 26th July.

RICHMOND CASTLE On 1st August.

LENNOX On 7th August.

AFRIDI On 13th August.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 12th July, 1902.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

R.M.S. "EMPEROR OF JAPAN"....Commander H. Pybus, R.N.R. WEDNESDAY, 16th July.

R.M.S. "ATHENIAN"....Commander H. Mowatt, R.N.R. THURSDAY, 26th July.

R.M.S. "EMPEROR OF CHINA"....Commander R. Archibald, R.N.R. FRIDAY, 6th Aug.

R.M.S. "EMPEROR OF INDIA"....Commander C. P. Marshall, R.N.R. WEDNESDAY, 27th Aug.

R.M.S. "TARTAR"....Commander E. Bestham, R.N.R. WEDNESDAY, 10th Sept.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good 4, 8, 9, and 12 months.

SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation equalled on the Pacific, also Stowage.

The "TARTAR" takes First Class and Stowage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Peking Street.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STRANERS DESTINATIONS SAILING DATES.

SHINANO MARU VICTORIA, B.C., & SEATTLE MONDAY, 14th July.

M. J. Curran U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA at 4 P.M.

MIYUKI MARU MOJI, KOBE and YOKOHAMA TUESDAY, 15th July.

SANUKI MARU KOBE and YOKOHAMA FRIDAY, 18th July.

W. Townsend at DAYLIGHT.

HIROSHIMA MARU BOMBAY via SINGAPORE and COLOMBO FRIDAY, 18th July.

T. Mural at Noon.

INDUMI MARU KOBE SATURDAY, 20th July.

C. E. Butler at Noon.

KASUGA MARU NAGASAKI, KOBE and YOKOHAMA FRIDAY, 25th July.

H. Fraser at Noon.

KAWACHI MARU MARSEILLES, LONDON and ANTWERP via SINGAPORE, SATURDAY, 26th July.

J. S. Thompson PENANG, COLOMBO and PORT SAID at DAYLIGHT.

TORA MARU VICTORIA, B.C. and SEATTLE MONDAY, 28th July.

H. Christianson U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA at 4 P.M.

HAKATA MARU KOBE and YOKOHAMA FRIDAY, 1st August.

F. L. Sommer at DAYLIGHT.

YAWATA MARU SYDNEY and MELBOURNE via SATURDAY, 2nd August.

A. E. Moore at Noon.

KAGA MARU VICTORIA, B.C., & SEATTLE MONDAY, 4th August.

J. W. Ekstrand U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities of the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chester Road.

A. S. MIHARA, Manager.

Hongkong, 25th June, 1902.

HAMBURG-AMERIKA LINIE.

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Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRAPES, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STRANERS.	DESTINATIONS.	SAILING DATES.
SAMBIA	HAMBURG, BREMEN and HAMBURG (Calling at Singapore and Penang)	On 15th July. Freight.
SILEBIA	HAMBURG and HAMBURG (Calling at Singapore and Colombo)	On 30th July. Freight and Passengers.
C. F. FERD. LAMISZ	HAMBURG and HAMBURG (Calling at Singapore and Penang)	On 14th Aug. Freight.
WUNZBURG	HAMBURG and HAMBURG (Calling at Singapore and Colombo)	On 28th Aug. Freight and Passengers.
KONIGSBERG	HAMBURG and HAMBURG (Calling at Singapore and Penang)	On 10th Sep. Freight and Passengers.
ANDALUSIA	HAMBURG and HAMBURG (Calling at Singapore and Colombo)	On 24th Sep. Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

131.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA SHANGHAI.

INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA.

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DUPUY FROMY	3,321	J. S. Cox	August 2nd.
VICTORIA	3,302	J. Pantou	August 9th.
TACOMA	2,811	A. Dixon	August 23rd.

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